

TIP - Project Descriptions

DOWNTOWN URBAN CENTER

- B43 Cleveland Street East
Enhance pedestrian facilities and modify signals to complete buildout of Cleveland Street per the Downtown East West Corridor Study.
- B47 159th Pl NE Sidewalk
Construct sidewalk on 159th Place from Leary Way to Bear Creek Parkway
- C53 Redmond Way and Cleveland Street Couplet Conversion
Convert Redmond Way from 160th Ave NE to Avondale Way to one through lane in each direction and center turn lane. Convert Cleveland Street to one through lane in each direction. A realignment of the streets at eastern and western ends will improve traffic flow and include gateway treatments. Pedestrian improvements will be constructed on Redmond Way. A BAT lane will be completed from the Bear Creek Bridge near SR 520 to 168th Ave with a queue jump at Avondale Way.
- P20 NE 90th St Bridge Deck Overlay
Bridge deck preventative maintenance study. Construct per study (anticipating overlay).

OVERLAKE URBAN CENTER

- B37 SR 520 Trail Grade Separation at NE 40th St
Construct a grade separated pedestrian and bike tunnel for the SR 520 Regional Shared Use Path under the west leg of the NE 40th Street and SR 520 Westbound ramp terminal intersection.
- B40 Overlake Village Bicycle-Pedestrian Bridge
Design and construct a new bicycle and pedestrian bridge over SR 520 locating the southern landing at the East Link Light Rail Overlake Village Station and Overlake Regional Growth Center with the north landing in the vicinity of the SR 520 Trail and NE 31st Street.
- B41 Overlake Transit Center Pedestrian & Bicycle Bridge
Design and construct a new pedestrian and bike connection over SR 520 between the Overlake Transit Center and west side of SR 520 and 520 Trail (in the vicinity of the NE 38th Street alignment) and the SR 520 Trail, integrating with the future light rail station.
- B50 NE 40th Street Shared Use Path
Shared use path on south side of NE 40th St between 156th Ave NE and 163rd Ave NE. Would replace C60 "NE 40th St Reconstruction."
- C45 156th Ave NE and Bel-Red Southbound Right Turn Lane
Construct a southbound right-turn lane. Construction planned to begin after the construction of at least 1,400,000 net new gross square feet on the Main campus, or sooner at Microsoft's option. Improvements could also be triggered by the Capstone development.
- C46 148th Ave NE and NE 51st Street Westbound Right-Turn Lane
Add a second right-turn lane from westbound NE 51st Street to northbound 148th Avenue NE.
- C47 NE 31st St Improvements
Improve NE 31st Street between 152nd Ave NE and 156th Ave NE, including the addition of green bicycle lanes. Construction additional westbound left-turn lane at the intersection with 156th Ave NE.
- C48 West Lake Sammamish Parkway Widening & Roundabout Phase 3 (Part 1)
Project includes removing existing traffic signal at Bel-Red Road and West Lake Sammamish intersection. Install 2-lane roundabout at Bel-Red Road and West Lake Sammamish intersection and improve pedestrian facilities. Extend Sammamish River Trail from existing terminus at NE 51st Street down to the intersection of Bel-Red Road and West Lake Sammamish Parkway.
- C56 Overlake Access Ramp
Construct eastbound access ramp from SR 520 to roundabout at 150th Ave NE and interim at-grade roadway connection between the roundabout and 152nd Ave NE. Ramp would diverge from eastbound 148th Ave NE off-ramp, be grade-separated from 148th Ave NE and connect with City streets at 150th Ave NE. The ramp would include 1 general purpose lane, and auxiliary lanes and HOV/Transit treatments as applicable.

TIP - Project Descriptions

OVERLAKE URBAN CENTER

C57 152nd Avenue NE Improvements

152nd Ave NE will include one through lane in each direction, turn lanes, cycle tracks, on-street parking, sidewalks and additional pedestrian amenities, per the Overlake Village Street Design Guidelines. Developers will complete the improvements as required through frontage improvements and development agreements. The Group Health Development Agreement requires completion of improvements on 152nd Ave NE along the now-Capstone development frontage.

C59 NE 40th Street Rechanelization

Between 148th Ave NE and West Lake Sammamish Parkway, resize vehicular lane widths and add bicycle lanes on one or both sides per the Transportation Master Plan. Additional improvements include sidewalks, streetscape, stormwater treatments, street lights, and utilities.

C60 NE 40th St Pedestrian and Bike Improvements from 520 to BRR

Improve NE 40th Street between SR 520 and Bel-Red Road to be a complete street for all modes of travel while maintaining the same number of vehicular lanes. Would replace B50: "NE 40th St Pathway."

C61 27th Street and 28th Street New Connection

Construct a new east west street between 152nd Avenue NE and 156th Avenue NE with a three lane public roadway (narrowing to two lanes adjacent to the future park) with parking and bike lanes along both sides of the street, and intersection improvements at 152nd Ave NE and 156th Ave NE. The 156th intersection improvements will include frontage improvements on the west side of 156th from about 300 feet north of the intersection to about 700 feet south of the intersection.

C63 SR 520 40th St and 51st St Eastbound Ramp Reconfiguration

Separate existing eastbound SR 520 collector-distributor at NE 40th St and NE 51st St into two independent interchange ramps.

P18 148th Avenue NE Pavement Rehabilitation

Reconstruct portions of and provide overlay of 148th Avenue from SR 520 to Redmond Way. Make drainage improvements where needed. Examine roadway channelization for improved efficiencies.

P21 NE 51st St Preservation, 148th Ave NE to 156th Ave NE

Conduct pavement analysis; construct pavement overlay, spot repairs, and other related work per pavement analysis report.

S47 NE 51st Street at 150th Avenue NE Traffic Signal

Add north leg (on private property) to intersection of 150th Avenue NE and NE 51st Street and signalize this intersection. North leg improvements include two southbound left-turn lanes, one through lane in each direction, bike lanes, sidewalks, transit amenities, street lights, utilities, and stormwater drainage. Relocate eastbound transit stop to far side of new intersection.

PLANNING AND PROGRAMS

B1 Bicycle Program

This program improves and completes the City's network of bicycle facilities according to the Transportation Master Plan to create a more comfortable bicycling environment that attracts more cyclists of all skill levels. This is accomplished by providing new and improving existing bicycle connections, improving transit access by bike, addressing bicycle safety issues, providing cyclist education and encouragement, and providing bicycle parking and wayfinding.

B2 Pedestrian Program

This program helps create a quality walking environment which will encourage more people to get out walking. This is accomplished by completing missing links in the pedestrian system in accordance with the TMP to provide new pedestrian connections in and between neighborhoods, improve transit access, improve pedestrian safety and enhance an energy efficient transportation alternative to driving.

TIP - Project Descriptions

PLANNING AND PROGRAMS

- L9 Sound Transit East Link
Sound Transit is rapidly designing East Link light rail into Overlake and then into Downtown . This effort requires substantial City attention to Sound Transit's design to achieve a light rail system that is consistent with Redmond's interests. Consultants and City staff will focus on: station access (e.g. pedestrian and bike facilities, additional street and access connections, and transit), station design, transit oriented development feasibility, how the system will fit with future development, and efforts to extend light rail to Downtown Redmond.
- L12 Transportation Master Plan Update
Completes periodic major update to the Transportation Master Plan . Work requires consultant assistance to update TMP, traffic forecast modeling, travel diary survey, cost estimation updates, and revision to impact fees.
- L13 Overlake Village South Street Design Guidelines
Develop street design guidelines and conduct additional infrastructure planning for Overlake Village from NE 24th St south.
- M1 TDM - Transportation Demand Management (Go Redmond)
The Redmond Trip Resource and Incentive Program (Go Redmond) provides grant funding and staff assistance to Redmond businesses to implement or enhance employee commute trip reduction programs. Direct to commuter incentives, small business assistance, employee recognition, residential programs, and new TDM initiatives are included.
- M6 Parking Management Program
The Parking Management Program implements various parking management and monitoring programs and forms parking partnerships to better manage parking supply. Downtown and Overlake are the emphasis areas.
- M7 TMP - Transportation Management Programs
Provide annual program review and notifications, and negotiate updates to development required TMP's when initiated by building owner.
- M13 CTR - Commute Trip Reduction
Administers and implements the citywide commute trip reduction (CTR) program (state mandate).
- M14 GTEC - Growth and Transportation Efficiency Center
Implements Growth and Transportation Efficiency Center (G-TEC) program as an enhancement to CTR and Go Redmond (M1 and M13) that leverages additional State and local funding to provide enhanced commute trip reduction infrastructure, marketing and implementation support and increased incentives for reducing commute trips and improving alternative transportation and mobility in urban centers.
- P1 Pavement Management Program
Addresses routine pavement needs, including an annual inventory, outreach, street overlays, and major maintenance for the 144 miles of pavement throughout the City. Rehabilitation of principal arterials is addressed through specific project allocations.
- P2 Bridge Repair Program
The purpose of the Bridge Program is to maintain the structural integrity and safety of all 18 of the City's bridges. Bridge inspections are performed every two years for most bridges, and yearly for bridges with scouring potential.
- S1 Neighborhood Traffic Calming Program
The Neighborhood Traffic Calming Program investigates, evaluates, and resolves smaller scale traffic safety problems (excessive neighborhood speed or volume) and concerns regarding school children and pedestrians.
- S2 Channelization Program
The purpose of the Channelization Program is to 1) install new pavement markings where they are missing and where they are most needed to provide an acceptable level of guidance for pedestrians, bicyclists, and motorists and 2) to repair crosswalks and stop bars. New markings provided by this program include lane lines, edge lines, crosswalks, stop bars, legends, and raised/reflective markers and other channelization needed to safely direct traffic on public roadways.

TIP - Project Descriptions

PLANNING AND PROGRAMS

- S5 Street Light Program
The Street Light Program identifies, prioritizes, and installs lighting improvements in areas where users are most exposed, such as at crosswalks, intersections, and along walking routes.
- S29 Transportation Concurrency Program
The Transportation Concurrency Program provides analysis tools and performance measure data to assist implementation of the Transportation Master Plan (TMP). The purpose of these analysis tools and performance measures is twofold: 1) to ensure that project and program delivery is aligned with the TMP strategies, and 2) to track TMP implementation to ensure that it achieves the transportation vision while meeting state requirements to provide sufficient capacity to accommodate growth.
- S38 Targeted Safety Improvement Program (TSIP)
The primary purpose of the Targeted Safety Improvement Program is to identify existing and potential traffic safety problem areas and implement projects to prevent incidents, injuries, deaths, and their related losses. This is achieved through proactive collision prevention, reactive collision response, and multimodal safety consistent with the Transportation Master Plan.
- S51 ADA Program
The ADA Program makes improvements to the City's infrastructure such as the construction of curb ramps to accommodate people with disabilities under the Americans with Disabilities Act (ADA).
- S52 Marymoor Subarea Infrastructure Planning Study
Develop street design guidelines and conduct additional infrastructure planning for Marymoor subarea of the SE Redmond neighborhood.
- T12 Transit Service Program
The Transit Service Program funds Redmond's share of a regional transit service partnership between King County, the City of Sammamish, Microsoft, and the City of Issaquah. This partnership-in which King County provides two thirds of the funding-provides increased peak frequency on Metro route 269 serving Sammamish, Issaquah, Southeast Redmond, and Overlake; and provides 100% of the funding for Metro route 244 serving Kenmore, Totem Lake, Willows, and Overlake.
- T13 Adaptive Signal Program
Install a Redmond-controlled adaptive signal controls at appropriate traffic signals, particularly in the urban centers.

REDMOND NEIGHBORHOODS

- B19 Puget Sound Energy Trail, Rose Hill Extension
Extend paved Puget Sound Energy Trail from its terminus west of Willows Road to NE 93rd Ct, which connects to 132nd Ave NE.
- B38 Redmond Central Connector Phase 2
Extend the Redmond Central Connector to 100th Street. Rebuild or replace the old rail trestle over the Sammamish River to meet current standards.
- B42 Redmond Central Connector Phase 3
Complete the third phase of the Redmond Central Connector paved shared-use path up to 124th Street. Project may extend to Eastside Rail Corridor.
- B45 Red-Wood Rd Slope Stabilization and Sidewalk (South of 109th)
Stabilize roadway slope as needed. Construct sidewalk and widen shoulder to create bike lane on west side of Red-Wood Road at ravine at approximately 10800 Block. This project is anticipated to receive funding from the Pedestrian Program (B2).
- B46 134th Avenue NE Sidewalk
Construct sidewalk on 134th Avenue NE between NE 75th Street and NE 80th Street. This project is anticipated to receive funding from the Pedestrian Program (B2).
- B48 West Lake Sammamish Parkway Sidewalk
Complete sidewalk on west side of West Lake Sammamish Parkway between NE 40th St and south city limits.

TIP - Project Descriptions

REDMOND NEIGHBORHOODS

- B49 NE 80th St Trail Connection
Construct new NE 80th St trail from 185th Ave NE to 188th Ave NE.
- C44 Redmond Way & 140th Ave NE Intersection Widening
Convert northbound lanes to one left turn lane and one left, through, right turn lane and add bike lane.
- P6 Avondale Road Bridge Rehabilitation at Bear Creek
The yearly inspection of this bridge in conjunction with the bridge inventory process determines the need for bridge repair. The bridge will eventually need pile reinforcement and bank stabilization.
- P15 Willows Road Rehabilitation
This project repairs fatigued pavement areas, includes a two inch thick HMA overlay, and the replacement of all channelization and signal loops on Willows Road from NE 90th Street to NE 124th Street. In addition, examine restriping existing roadway to improve efficiency.
- P19 Avondale Road Rehabilitation
Reconstruct/overlay the roadway. Replace channelization and signal looks. Examine pavement markings for improved efficiency and safety.
- P22 Union Hill Bridge Deck Overlay
Bridge deck preventative maintenance study. Construct per study (anticipating overlay).
- S40 NE 124th Street and 162nd Place NE Signal
Construct a new traffic signal at 124th Avenue NE and 162nd Place NE. Includes the addition of turn lanes on NE 124th and modifications on 162nd Place for sight distance.
- S44 NE 76th St and 185th Ave NE Signal
Install new traffic signal at intersection of NE 76th St and 185th Ave NE.